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Bridgeport Evening Farmer.

THE WEATHER
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VOL. 49—NO. 211 BRIDGEPORT, CONN., SATURDAY, SEPTEMBER 6, 1913 PRICE TWO CENTS

Engineer Miller Tells Probers He Did Two Men's Work For Week Before Wreck At North Haven

JEROME FAILS TO APPEAR IN COURT TO-DAY

Gambling Case Against Him Put Over To Sept. 11

Canadian Magistrate Bitterly Denounces Him And Promises Full Extent Of Law

Coaticook, Que., Sept. 6.—William Travers Jerome, arrested in Coaticook, yesterday, on a charge of gambling and held for nearly an hour in a cell, failed to appear before Magistrate James McKee for a preliminary hearing today, and the case was put over until September 11. His bail of \$300 was not declared forfeited.

Hector Verret, of Canadian counsel, appearing for Jerome, said his client found it impossible to be in court today. Justice of the Peace McKee bitterly denounced Jerome. Jerome, meantime, was at Norton Mills, Vt., where he went yesterday after being admitted to bail.

When the justice's court convened, A. C. Hanson, joint Crown prosecutor, said he was ready to go on with the case. The complainant, Milford Aldrich, who swore that he saw Jerome playing poker near the Grand Trunk Railway station with several reporters, was present. There was a sigh of disappointment when Verret said his client could not possibly appear. The court suggested that bail be forfeited.

"That would only hit two of our citizens who went on it," said Mr. Hanson. The justice then "allowed" that he would let the bail stand. "But I want to say," he cried banging the table with his fist, "that we intend to prosecute Mr. Jerome to the full extent of the law. He can't come here and play his card games before our children. This may be a suburb town but we intend to enforce our laws. Our relations with the American Bar are cordial but justice must be meted out in this case."

The crowd stamped and otherwise showed its pleasure. Mr. Verret was silent.

Jacob Nikoll, of Sherbrooke, Crown prosecutor for this district and as such the superior of Hanson, appeared, strangely enough, for the defense. In Sherbrooke he aided counsel for New York. In their successful flight to get Thaw out of jail and on arriving, last night, he characterized Jerome's arrest as an outrage.

Norton's Mills, Vt., Sept. 6.—William Travers Jerome, probably will not appear in Coaticook, Que., today, to answer to the charge of gambling on which he was arrested, yesterday. He was still in the cell, and he was announced that he would not leave until afternoon.

"I do not know which way I shall go," he said.

Baker Falls From Roof; Breaks Neck

While attempting to complete work he had contracted to do on the roof of a house at 140 Sherwood street, Axel Soderholm, aged 39, a well known baker, with store at 412 Poplar street, this morning fell from his support on the roof, two stories to the ground below where his neck was probably broken. When taken in the emergency ambulance life was still apparent though at very low ebb. Surgeon J. H. Finnegan made heroic efforts to sustain life on the way to the hospital but all stimulants failed and he died as the ambulance was backing up to the doors of Bridgeport hospital.

The body was later taken to the Cullinan & Mullins mortuary where it was viewed by Medical Examiner S. M. Garlick.

Soderholm, in company with his son had gone to the Sherwood street residence this morning to do the shingle roof. He had attempted twice to perform the work but the shingles were believed to be too wet from recent rains and instructions had been left not to continue until notice was given. From statements made by his son, it is believed he either slipped from watersoaked shingles or from oil which had been spilled in work he had completed before the fall.

Soderholm who is well known upon the east side has been in the bakery business for some time.

TROLLEY Maims HORSE
A trolley accident at the corner of Barnum avenue and Hallett street last night resulted in the death of a horse which so badly injured it had to be shot by the policeman on duty. The animal was owned by Friedman and Shapiro.

"ISN'T JOHN T. KING THE REAL MAYOR OF BRIDGEPORT?" ASKS TAXPAYER FITZGERALD OF MAYOR Citizen Who Can't Get City Work For Teams Tells Executive King Has Too Many Teams On City Jobs

John J. Fitzgerald, teamster and Democrat of the Sixth district, believes that John T. King is the real mayor of Bridgeport or rather he thinks there are two mayors and that Mayor Wilson plays a sort of second mate part to Mr. King. This morning Mr. Fitzgerald visited the city hall, seeking Alderman Walker of the Streets and Sidewalks committee, failing to find him he climbed the stairs to the mayor's office. In the ante-room of the mayor's office he approached Mayor Wilson and said: "Mr. Mayor, I have several horses and carts and I would like employment for them on the streets. I pay taxes on \$300,000 worth of property and as I am a good citizen and a heavy taxpayer I think I am entitled to this work."

"I am sorry," said Mayor Wilson, "but just at present we are laying off men and teams instead of putting any on. Our appropriation for street work is about exhausted and we cannot put on any more men or teams at this time."

"Is that so?" queried Mr. Fitzgerald seriously. "Well, now, tell me, isn't John T. King the real mayor of Bridgeport?"

"Well, no, I don't think so," answered Mayor Wilson.

"Well, I think he is," replied Mr. Fitzgerald.

"All right, if you think that why don't you go see Mr. King about work and instead of taking up my time?" said the mayor.

"It is easier to see you than it is to see Mr. King," said Mr. Fitzgerald. "but I want to tell you that I know King is the real mayor of Bridgeport and that all the teams working on the public streets belong to him. It is not right. Here I am one of the biggest tax payers in the city. How do you expect me to pay my taxes if I can't get work for my teams?"

The mayor said he had not the slightest idea how Mr. Fitzgerald would pay his taxes.

"Well, it is dead wrong for Mayor King to have all the teams that do city work," said Mr. Fitzgerald, as he left the ante-room. "I am going to find out from some one why this city is not more evenly divided among the taxpayers and citizens like myself."

YEGGMEN BIND AND GAG WATCHMAN; BLOW SAFES IN TWO LOCAL FACTORIES

Two of the most sensational burglaries and safe-blowing which have for years engaged the police were perpetrated last night, at an early hour and under conditions which made them almost impossible.

Both showed the marks of semi-professionalism and resulted in a loss of about \$300 in all. That a much larger sum was not secured is due solely to the fact that unforeseen payment of employees had drained the vaults of larger amounts of bailla and specie.

The first to be discovered was a nitro-glycerine safe-blowing in the office of the Rutland Insurance Company, on Bishop avenue, where the watchman, O. E. Pickett, Otis street, Stratford, was held up at the point of a gun, gagged, walked across a yard and bound.

The second was at the Baird Machine Tool Company, two blocks distant on Stratford avenue, where while the watchman watched within, the safe-breakers worked on the outside, thick walls of masonry and steel defying all sounds. In this job, iron bars two inches thick were sawed completely apart and the inside of the vault ransacked at leisure.

Though many puzzling features are presented to the police from the character of the work at the two places, yet the opinion prevails today that semi-professional crackmen were responsible, probably a gang of yeggmens who came via the railroad, acquainted themselves with local conditions and departed in the same manner.

It was about 10:30 o'clock last night when Pickett sat within the lighted office of the Gulf Refining company, which lies beside the New Haven tracks. The watchman was on duty, and he was at peace with himself and the world. Suddenly the door opened and two forms shot within. One was a large man. The latter was advanced with a drawn revolver saying "Hands up."

Says the watchman, "I was very scared and did not do so at once. Then I was told: 'Put those hands up or I will blow your head off.' I was marched to the corner where they tied my hands behind my back. A gag was forced into my mouth and they then took me across the yard to a stable. There one of the men, seemingly knowing the premises well, said: 'Keep him here and if he stirs kill him instantly. I will go and get a circingle.'"

The big man went to the stable and returned with a blanket and some straps. One saw a water tank and said to me, 'You had better drink and I will see a long time before you are found.' I did not want to drink but they made me. They then tied me about the arms above the wrists and twice about the legs. I lay there for some time working the hands loose. I got the one from my arms and then cut the others about my feet with a pen-knife. During that time I had heard the explosion but did not hear the blows upon the safe with the coupling pin and brake-shoe pins they brought with them in a newspaper. When I got to the office the safe was wrecked and everything scattered about the office from the force of the explosion."

The watchman later called assistance from the Whiting Silver company and with another driver he awakened sent in an alarm to the police. Detective James Dooley, Patrolmen Kelly, Kellher, Collins, Benedetto, Miller and Flanagan as well as Chauffeur Caulfield were sent to the scene by Lieut. Blansfield who with cool judgment notified the police by the signal lights, and also precinct stations.

The police found the safe blown, the door having been burst completely from its hinges. The combination lock and handle had been broken off with a coupling pin and nitro-glycerine evidence. (Continued on Page 2)

BRYANT BLAMES CONNECTICUT CO. FOR DELAYS; SAYS PAVING BOARD SHOWS MISMANAGEMENT

Waldo C. Bryant, president and treasurer of the Bryant Electric Co. and the Perkins Electric Switch Co., flames the Connecticut Co. for the many vexatious delays in laying pavement in various parts of the city.

"If Connecticut Co. would go ahead and do its part when we have a street torn up and ready to pave," said Mr. Bryant, "we could make much faster progress in getting pavement down. There is poor management on the part of the Paving and Sewer commission. We are not getting a square deal."

Mr. Bryant and a delegation of property owners from lower Park avenue which is to be paved with wood blocks, attended the session of the Paving and Sewer Commission last night and Mr. Bryant waxed wroth over what he declared are unnecessary delays.

This morning Mr. Bryant, President Rogers and Commissioner DeLoose of

ST. JOHN'S EPISCOPAL CHURCH CHOIR BOY IS STRANGELY MISSING

Parents Fear He Was Kidnaped By Tramp While On Vacation

Frank Emigh, the fourteen year old son of Archie B. Emigh, an erecting engineer of this city and New York, living at 349 Park avenue, a member of the exclusive St. John's Episcopal church has been missing from this city for the past two weeks and it is the belief of the father, who yesterday reported the matter to the police of all surrounding cities that he has been kidnapped by tramps for what money he had in his possession or for some ulterior motive as yet unknown.

The youth, who is of the most amiable and loving disposition is a favorite choir-boy in St. John's where his loss has become a matter of great regret. He is one of four children.

About two weeks ago the boy was sent to visit a grandfather, William Simmons, in Dykeman's, N. Y. He had been there but a week when he suddenly disappeared. His parents hastened to search the surrounding countryside for him, but without avail. Clues secured by the Dykeman police show that the boy was seen a few days later on the road between Carmele and Towners, N. Y., in the company with a known bad character, and reputed tramp of Dykeman's. All trace was then lost and the youth has not been heard from. When last seen he had about \$15 in money and a watch valued at \$10.

A rigid search is being conducted by the police of all Connecticut cities and in Southern New York state. The father will himself lead in scouring the country around White Plains, Carmel and Mamaroneck, early next week having secured leave of absence from his concern, the DeLaverne Machine company of New York city, for whom he is outside engineer and consulting foreman.

The boy is described by the father as manly, well liked by all, easily making acquaintances and in no manner wayward. He is five feet two inches in height, weighing eighty pounds and when last seen was dressed in a mixed gray suit and knickerbockers.

He was directly under the charge of choir-master Alvin C. Breul, in St. John's church, and a protege of the assistant rector, Rev. F. H. Bigelow. It is believed that St. John's vestry will tomorrow authorize the hiring of Pinkerton detectives in an effort to locate the child. The Emighs live in a pretentious house on Park avenue, and though not long residents of the city are socially prominent.

250 PASSENGERS RESCUED FROM GROUND VESSEL

Captain Hancart of Bridgeport Succors Crew and Passengers of Steamer Middletown on Shoal Near Norwalk.

Two hundred and fifty passengers on the sound steamer, Middletown, playing between Hartford and New York, were taken by means of row boats and a tugboat to the steamer Bridgeport, shortly after 9 o'clock this morning, when the Bridgeport craft stood by give assistance to the grounded Hartford vessel.

The Middletown ran aground, from some thus far unexplained cause, at 3:30 this morning, poking her nose well into a bar just off the shore of the island east of Norwalk, and out of her course. How the mishap occurred has not yet been told, and veteran sound pilots hereabouts are puzzled that the vessel should be so far out of her route.

The vessel grounded easily according to early dispatches, and officials of the New England Navigation Co. believed that there was no serious damage. It was expected that at high tide between 3 and 4 this afternoon the Middletown could be pulled from the bar by several tug boats and a lighter sent to the rescue.

A freight clerk was put ashore when the vessel was found to be firmly grounded, and he reported the mishap to the office in Hartford. Captain R. H. Hille of the Middletown, Mate Thos. McDonald, Sound Pilot Timothy Warner, Purser Reginald Tiffin, Steward Alonzo H. Corwin and others of the crew reassured the passengers, many of whom tumbled out of their berths when they realized that something had gone wrong. There was no panic. Four tugs were dispatched by C. C. Goodrich, vice president of the company, from Saybrook Point. A lighter came from New York.

Most of the passengers were Italians, who were returning from employment in the Connecticut peach orchards. There were a number of vacationists returning to New York.

The Sound was almost free from fog, and navigators say that there was no difficulty in picking up the lights.

The Bridgeport is commanded by Captain Joseph E. Hancart of 214 Ann street, who reached New York several hours late.

150 DROWNED FORDING RIVER GOING TO FAIR

Simlay, British India, Sept. 6.—One hundred and fifty native school children and children were drowned, today, while fording the river Beas in the Hoshiarpur district of the Punjab, on their way to attend a fair. They were overtaken in the river which is very wide at this point, by a sudden heavy flow of water from the mountains.

WASHBURN LOSES TO R. N. WILLIAMS IN TENNIS TOURNAMENT

Haverford, Pa., Sept. 6.—R. Norris Williams, 2nd, of Harvard, this afternoon, won the intercollegiate tennis championship by defeating W. M. Washburn, also of Harvard. The score was 6-4; 3-6; 6-4; 6-1.

Travers In Tie With Anderson First Round Of Finals for Trophy

Garden City, Sept. 6.—Jerome D. Travers, of upper Montclair, N. J., thrice amateur golf champion of the United States and John G. Anderson, a Boston schoolteacher played to a tie in the first round of the national championship finals here today. The final round was to be played this afternoon.

Anderson was one up on Travers at the end of the first 9 holes.

Nude Body of Woman Is Found Buried In Sand

New York, Sept. 6.—Her arms and legs missing, the nude body of a woman, found at Cliffside, N. J., half buried in the sands of the Hudson, proved an enigma to the detectives, today.

None of the missing members, severed from the trunk as if by a practiced hand, had been found. The theory was advanced that the body had been dissected in New York and the trunk alone cast into the river. The body had been in the water but a short time in the opinion of a physician who viewed it today.

Improvement Marks Cohan and Auto Party

Hartford, Sept. 6.—It was said at the Hartford hospital at noon, today, that the condition of George M. Cohan, actor and playwright, his daughter, Georgette, and other members of their party injured in an auto accident, Thursday afternoon, shows steady improvement. Mr. Cohan is not yet able to have his clothes on but was sitting up in a wheel chair and seems to be quite cheerful.

Mr. Cohan has received about 200 telegrams from friends all over the country within the past 24 hours.

Little Georgette Cohan is doing splendidly and no further fears concerning her condition are entertained. She rests well, talks readily and seems to be in little pain.

Inspectors Belnap And Howard Refuse To Testify At Coroner's Star Chamber Hearing

Pilot of Ill-Fated Locomotive Complains of Double Run and Lack of Sleep—Public Inquiry Completed by Interstate Commission.

Public inquiry into the fatal North Haven train wreck was completed by the Interstate Commerce Commission at New Haven, this afternoon.

Chairman McChord announced that the evidence adduced during the two days' investigation will be used as the basis of the commission's report in the near future.

Engineer Miller of the White Mountain, that crashed into the Bar Harbor Express, was recalled and on being permitted to make an explanation he stated during the week previous to the wreck he had been doing two men's work, and he had no opportunity to get sleep the day before the fatal crash, as he was called on for a double run, in taking the place of a sick engineer, after Labor day.

General Manager Bardo of the New Haven Road was put through a most searching investigation by Inspector Belnap. The official was questioned minutely regarding what has been done during the past two years to contribute to the safety and efficiency of the road. Since the Westport wreck in September, 1911, the general manager stated that nearly \$7,000,000 had been spent in improvements. He crossed swords with Chairman McChord on the spacing of trains at longer intervals.

It was brought out at the hearing that the road has under order six steel club cars to be used by wealthy New York commuters for card playing and not intended for the public.

General Manager Dean of the Pullman Co. testified that of the 216 Pullmans in use on the New Haven road 103 are steel or steel underframe.

The Pullman, Chancellor, built in 1908, the last car on the fatal Bar Harbor, that was smashed into splinters, was "the best wooden car that can be built," the witness told the commission.

Inspector Belnap and his assistant, F. A. Howard, of the commission, were subpoenaed, today, by Coroner Mix to testify as experts at his star chamber hearing, but both refused to appear at the private inquest, as the Federal law forbids them to do so.

An important statement was announced this afternoon from President Elliott, relating to the executive committee's action bearing on the wreck.

TODAY'S TESTIMONY AT PUBLIC INQUIRY

New Haven, Sept. 6.—The investigation of the Interstate Commerce Commission into the causes of the North Haven wreck of last Tuesday morning, costing 21 lives, was resumed, today, with Frank T. Shanley, brakeman on the Bar Harbor Express, as the first witness. He was asked to describe his actions when the Bar Harbor was struck by the White Mountain train.

"I was at the rear of my train when it stopped at signal 22," he said. "I saw the flagman go back. My train was two car lengths beyond the signal. I jumped when the White Mountain came along. I saw Murray, the flagman, coming back and yelled to him to jump."

Engineer August B. Miller, of the White Mountain, who testified, yesterday, was recalled to describe what efforts he made to stop his train. He said he put on the airbrakes when he saw the signal and the emergency brakes when he saw the outlines of the Bar Harbor.

"Did the emergency application take hold?" "It certainly did."

"Did you reverse the engine?" "I didn't have time."

This part of his examination finished, Mr. Miller suddenly rose to his feet and said:

"May I make an explanation?"

Permitted to do so, he again declared that during the week previous to the wreck he had been doing two men's work.

"I don't want to say that I didn't get opportunity to sleep the day before the wreck," he continued. "I did not have to take a whiskey to brace me up. But an engineer got sick, last week, and they asked me to take his run, that doubled my run."

"I got home from my work, Monday (Continued on Page 2)